

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:30 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 418 Const Calendar Day: 464 Date: 11-Sep-2013 Wednesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Awal, Mohammad Approved Date: 30-May-14 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 60 - 70 12 PM 70 - 80 4PM**Precipitation** none**Condition** Clear & SunnyWorking Day ☒ If no, explain:**Diary:**

Dispute

Work description.

Tuesday, Sep 11th, 2013

Note: Sami Daouk, a fellow CT inspector concentrates on the structural items at the job site, while I am responsible for tending to inspection of the painting and welding operations. Reflected on this daily report; however, is the entire work force at the Tower base, including the crews watched by Sami Daouk. Please refer to Sami Daouk's report for all the details regarding the installation of the Ring-beam and other structural steel work.

CCO #98

Certified Coating

At the time of my arrival to the job site, 2 CCC employees (Luis Panagua & Rafael Serrano) under the supervision of Tony Katrones were cleaning the debris generated by the blasting operation. The consumed grit was mostly piled up inside the containment on the South side of the Tower with minor breeches outside the containment. On the close of the shift on Monday, the containment had been set-up, but it took a whole day to blast two 10-meters high by 1' wide sections and paint! For yesterday's details, please refer to Laraine Woo's report.

It was not until 10:00, that the vacuuming of the grit was completed at that particular location as there were small piles of grit elsewhere on the footing. Again, two workers and a superintendent taking 3 hours to clean-up grit in a small location (and not even addressing the rest of the footing) reflects a lack of effort.

At about 11:00, two more employees joined the 2-man crew, at which time Tony had left the site.

Shockingly, for the next 2 ½ hours these four employees were merely spectators and absolutely did not perform any task! At about 13:30, when Tony Katrones had made his appearance, the 4 workers removed the top 4 meters of the scaffold on the South Side of the Tower, thus bringing it back to the original height installed by the ABF crew (more than likely it had been used for the ESW folks and the iron workers.)

Concurrently, Tony Katrones walked up the stair case on the West side of the Tower to assess the next location he needs to paint-shear plate Cw. The ring beam is lowered by about 2' at this location, thus exposing the faying surface. This was the extent of his contributions today. There seems to be a pattern with the workers in intentionally prolonging the time it takes to perform the most common place tasks. The hours for the workers has to be tracked closely as they are paid on a Force Account basis. The four workers and Tony left the site at about 15:00.

I did learn (from Sammie & Jeff Richert, QA) that the CCC folks did not begin work on Monday as I had originally thought (for it was my first day at the site), but last week. They told me that raised the already-existed-scaffold high enough to enable them set up the containment. Then they proceeded to blast just enough area on Shear Plate a1 South that is considered faying surface that interfaces with the ring beam at this location. Following the painting of this small location (2000mmx600mm) with Interzinc 22HS, they removed the tarp and waited on ABF to install that section of the ring-beam. Then they re-erected the scaffold from Elev. 9.0m to El. 13.0m, which brought us to Monday at about 10:00 AM when 6 painters



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were employed to erect 4m of scaffold and place tarp! There could have been plenty of savings in time & money had the entire ESW joints "S" & "R" been blasted and painted all at once with one set-up. This is odious and insidious ploy by the Contractor.

SWPPP Issue

Earlier this morning while the 2 CCC workers were busy vacuuming debris, I asked Tony to bring down the tarp forming the containment all the way to the bottom. The tarp at this time had been pulled up a few feet above the footing. I told him that in case of a discharge, the job would be halted by the SWPPP people. At about 13:00, while on a ringer barge where equipment and conexes are stored, I saw piles of grit not too far from the Blast unit. Right about this time Robert Wong showed up and spoke to Tony regarding proper house cleaning. Shortly thereafter and before leaving for the day most of the grit was vacuumed. But, while walking around the footing and even on the same barge, I saw smaller piles of grit that needed to be vacuumed. I called Robert Wong and asked him to show up again tomorrow for I will not be at the site. He asked me to remind him and elevate if he does not follow the directive.

Welding

At about 10:15, Rick Claiborne who had been idle & was waiting in the wings to get started, began the welding of the ring beam that is closest to the ESW joint "P" on Shear Plate "cE." Paul Fambrini who up to this moment was helping the other iron workers came to assist Rick. He continued welding at this location until about 15:30 when Ed Leech, QA and QC UT'd the joint and accepted the weld. They told Rick that he needs to remove a slag inclusion at the interface of the weld with the backing plate. He finished this off at about 16:00, but neither the QA nor the QC were present for the final approval of this weld. The next hour was spent basically not doing any meaningful task.

It should be noted that a ringer barge with a crew of 3 comprised of an operator and two oilers, has been idle since 7:00 this morning awaiting the arrival of a barge that contains the skirt components. This barge did not arrive at the footing until 13:35, with the rigging taking place at 13:50 and the hoisting at about 14:45. Therefore, for a total of 6 ½ hours, this crew and the barge did absolutely nothing. A second section was installed before the day was over bringing the total to 3 sections covering the North face of the Tower (NW, center, NE). For more information, please refer to Sammie Daouk's report.

Safety

At about 13:40, I called Ernie (CT's Safety Officer) to let him know of a safety violation-at least as it seems to me-at the site. This safety hazard is the absence of railing around the perimeter of the footing. He listened to my concern and called me back a short while after letting me know that ABF is aware of the situation. According to ABF, this is a Dutra-related issue, he added and since they are not going to be at the site for a while, ABF will take the ownership to address the short-coming. He concluded by stating that: "this issue has been kicked up to Bob Kick."

The following day (September 12, 2013) talking to Grady Heart about my conversation with Ernie, he asked me to send him photos of the site. But shortly thereafter he came back to me and said that the ABF does not consider this a safety hazard and wearing a PFD shall suffice! Bill Casey, RE, he continued, agrees with the ABF's assessment on this matter!

Note

It shall be mentioned that the hours reflected in this report as it pertains to the CCC crew and the Ringer Barge and its 3-man crew, are only indicative of the hours they were present at the job site. It does not by any means indicate the hours that they worked. The details of the number of hours that these group of people spent performing actual work is enumerated in the body of this report, already.

I have attached a few photos of the work I inspected today.

04-0120F4

Bid Item: 081

0-000-000.081

CLEAN AND PAINT CABLE SYSTEM

CERTIFIED COATINGS COMPANY



ddrRptbyBidItem

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CCO-079 Bid Item: 001 T-MEP-ALS.079 Tower Base MEP

CERTIFIED COATINGS COMPANY

CCO-079 Bid Item: 001 T-MEP-ALS.079 Tower Base MEP

AMERICAN BRIDGE/FLUOR, A JV

CCO-098 Bid Item: 001 T-TSD-ALS.098 Tower Skirt Details

CERTIFIED COATINGS COMPANY

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: CERTIFIED COATINGS COMPANY								
Painter	FOR	TONY Katrones	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	APP	RAFAEL SERANO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	JNM	LUIS PANIAGUA	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	APP	JUAN SALAZAR	8.00	0.00	0.00	8.00		<input type="checkbox"/>

CCO-098 Bid Item: 001 T-TSD-ALS.098 Tower Skirt Details

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	FOR	OBRA PAULK	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Semi-Skilled Laborer	APP	JR. JOSE AVILA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	CARLOS ALVERADO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	JOSE AVALOS	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	LONNY CANDELARIA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL DRAPER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Semi-Skilled Laborer	FOR	JOSE AVILA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	CARLOS MONTEJANO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	PAUL FAMBRINI	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	Juan Ramirez	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	JNM	JEFFREY SCOTT	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	JNM	Justin Garret	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	JNM	Neil Compton	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	Jose Perado	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	RICK CLAYBORN	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	RENE ESQUIVEL	0.00	0.00	0.00	0.00		<input type="checkbox"/>

CCO-298 Bid Item: 001 0-RHB-EFA.298 IERBYS Rehabilitation

CERTIFIED COATINGS COMPANY



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Attachment



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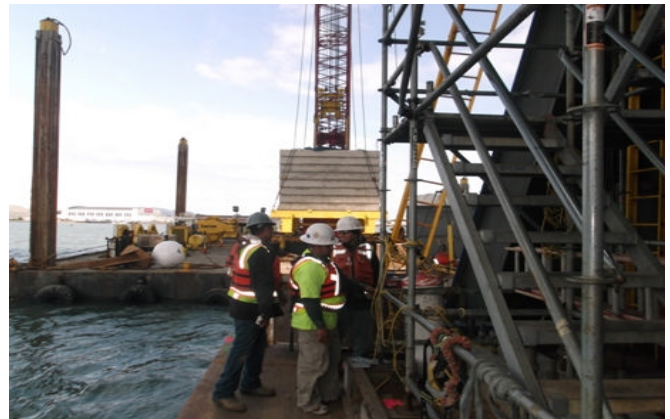
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